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(3) Initials of the Referencer lms

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works DEPARTMENT

G.O. No. 2337 W
B.P. No.

Press.
Mis.

Dated 22-9-1981

197

S.G.M

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

22nd September 1881, No. 2,337 W.

General.
Account.

Read the following papers :—

No. 142. From the Superintendent, Madras Harbour Works, dated 14th July 1881, No. 25 W.

No. 142-A. From the Consulting Engineer for Railways, dated 18th July 1881, No. 178.

No. 142-B. Note from the Consulting Engineer for Railways, dated 8th September 1881.

No. 143. ORDER THEREON, 22nd September 1881, No. 2,337 W.

It appears from the correspondence now laid before Government that the expenditure disallowed in G.O., No. 1,499 W., dated 15th June 1881, represents "extraordinary" wear and tear, and that the special rate charged by the South Indian Railway for the conveyance of the stone—less than that for the lowest class of goods—was conceded on the distinct understanding that damage to trucks beyond ordinary wear and tear should be paid for by the Harbour Works. Under these circumstances the cost of the repairs in question, may be admitted as a charge against the Harbour Works estimate.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintendent of Madras Harbour Works.
" Examiner of Public Works Accounts.
" Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

GENERAL
ACCOUNT.

Gobt. of (1881) Madras.
PUBLIC WORKS.

To

THE SUPERINTENDENT OF MADRAS
HARBOUR WORKS.
&c., &c., &c.

Dated September, 22nd.

Transd

Recd.

Encl.

G. O., 22nd September 1881, No. 2,337 W.

SEPTEMBER.
Nos. 142-143.

Madras Harbour Works.—The cost of the repairs to the trucks of the South Indian Railway employed in conveying stone for the — ordered to be admitted as a charge against the Harbour Works estimate.

No. 10590

South Indian Railway,

AGENT'S OFFICE,

NEGAPATAM, 11th July 1881.

From

The AGENT,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

The Superintendent of the Madras Harbour Works has sent to me a copy of the Proceedings of Government in the Public Works Department 15th June 1881, No. 1499 W, from which I learn that the Examiner of Public Works Accounts has taken objection to the payment of this Company's account for May 1880 of the cost of repairing trucks damaged through the loading of stone conveyed from Pallaveram for the Madras Harbour Works.

The Examiner based his objection upon the plea that the rates for the conveyance of the stone should cover the risk of damage and ordinary wear and tear, thereby leading Government to believe that the item in question represented ordinary wear and tear.

The expenditure in question does not represent ordinary wear and tear. The damage was of an exceptional character, and it was caused by the rough nature of the work to which the trucks were subjected when they were loaded. The loading was not performed by this Company, it was under the control of the Superintendent of the Madras Harbour Works who informed me he found that it was a work of great difficulty to load five trains daily at Pallaveram. The rate of progress on the Harbour Works could not be stopped; the

Stone

stone must be had, and the work of loading was therefore performed in a hurry. It was no uncommon thing for a truck to be sent in to the Workshops twice in the same month for repair, the flooring boards having been smashed by the heavy stones which fell on them. Mr. Thoroughgood was very frequently at the loading platforms to see if any improvement could be made in the system of loading, but he believed none could be made, and therefore he would gladly pay for the damage to the wagons caused by the rough work."

Mr. Thoroughgood and myself subsequently agreed to refer to you for arbitration the question whether any portion of the amount of the company's bills should be deducted to meet possible diversions of the stock for other traffic; and you awarded a deduction of 25 per cent upon past bills, and of 10 per cent from bills to be rendered thereafter.

The bills prior to that for May 1880 were paid, and (so far as I know) no objection has been taken to them by the Examiners. I trust if the explanation which I have herein given is submitted to Government they will be pleased to sanction the arrangement made by their Officers.

I have the honor to be

Sir

Your most obedient servant

William B. Beth.

Agent

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No. 25 W

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From
THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,
To: Colonel R. H. Sankey, C.B.R.E.
Secretary to Government, P.W. Dept.
Buildings and Roads
MADRAS, 14th July 1881.

SIR,
I have the honor to submit
an explanation which appears to
be called for in G.O. No. 1499 W
of June 15th regarding the Disallowance
by the Examiner of certain charges
for the repairs to the wagons used
for stone traffic on the South
Indian Railway. -
2. Ever since the commence-
ment of the works in 1876 it has
been understood that all extra-
ordinary damage to wagons caused
by the very rough work of loading
stone for the Harbour Works should
be paid for by these works both
on the Madras and South Indian
Railways.

Note letter to Sup^{ts} the Madras Harbour Works.
No. 612 4/13th July 1881.

Objection to payment of
Account for May 1880 of
the cost of repairing trucks
damaged through the loading
of stone caused by the rough
work done for the Harbour
Works.

From
THE AGENT,
South Indian Railway,
Negapatnam.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated 11th July
Received 12th July
No. 10690
ENCLOSURE 1
22. 13/7.
1881

3. On the Madras Railway we tried to carry on an elaborate system of "notes" of each particular damage, the total value being sent in monthly by the Railway Company for payment. This was so very difficult of execution that it was agreed at a meeting of all officials concerned that a payment (based on the average value of extraordinary repairs) of $1\frac{1}{4}$ annas per vehicle should be accepted. This was done with the approval of the Consulting Engineer for railways.

4. On the South Indian Railway we could not come to such an arrangement for some reason of the railway company. I therefore submitted the bills to the Consulting Engineer's office, and that officer ruled that a

^{2 3/4}
a deduction of 10 per cent should be made from the bills and that they should be paid.

5. The damage paid for is such as is evidently caused by the heavy nature of the work, and is mostly composed of broken doors and bottom boards, which would not have occurred in ordinary work.

6. The claim of the Madras Railway Company referred to in the Order is quite independent of this damage, as will be found by examining the correspondence on the subject; it is a claim for general depreciation in the wagons.

7. The repairs of special damage having always been charged to these works since they commenced and being approved by the Consulting Engineer I could see no reason for the Examiner of accounts suddenly disallowing

disallowing such charge.

8. I shall be extremely glad if by a special order of Government the Harbour Works can be relieved of such a charge, but I considered the opinion held by the Consulting Engineer for Railways settled the matter.

I have the honor to be,
Sir,

Your most Obedt. Servant

J. H. Worwood, M. Inst. C. E.,
Superintendent of
M. & W. Works.

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G.B. No 1011 W. of 20 April 1887
" " 1012 W. of 20 " " 1887
" " 1499 W. of 15 June 1887

Buildings and

From
The Superintendent
Madras Harbour

No 25 W
Dated 14th July 1887

Submits explanation
ing payment made
South Indian Rly
for damages to w
and disallowed
Examiner

Form No. 2.

PUBLIC WORKS DEPARTMENT,

Railway Branch.

CONSULTING ENGINEER'S OFFICE,

Madras, 18th July 1887.

Letter from Agent South
Indian, No 10590 dated 11th May 1887.

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No. 178.

SUBMITTED

Government.

with reference to Pro-
ceedings of Government
No 1499 W dated 15th
June 1887.

2. The expenditure
incurred in repairing
the trucks represents
"extraordinary" wear and
tear, and the damage
sustained was caused
by the pinch nature of
the work to which the trucks
were subjected.

McConkey Captain R
offy Cons Engineer for
Railways

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RAILWAY DEPARTMENT, MADRAS.

From

P. W. C. No 4154
 THE CONSULTING ENGINEER
 FOR RAILWAYS.

No. *178*
 Dated *18th* } *July* — 1881.
 Received *19th*

No. of Enclosures *1*.

Subject.

Expenditure incurred
 in repairing the trucks
 employed in conveying
 stone for the Harbour
 works.

P. W. DEPARTMENT.

Read the following:—

*From the Superintendent, Madras
 Harbour Works, No. 25 of 14th July 1881.
 From the Consulting Engineer
 for Railways No. 178 of 18th July 1881.*

FOR ORDERS, with reference to
*Go 1499 W. dated 15th
 June 1881.*

*It is now explained
 that it is not ordinary
depreciation of stock
 which was paid for,
 but extraordinary
damage.*

*M. Stanley Colwell Esq.
 Secy to Govt. P. W. Dept.*

The Hon. the Governor
FOR ORDERS.

1337 W

To The Consulting Eng.
 for Railways.

Please note on the
 points raised by the
 Hon: the Governor.

Attt
 W.

The stone for the Harbour is
 carried at a rate below
 that for ordinary traffic.
 The lowest class for goods on
 the S. I. R. is 8 pias per ton per
 mile, but a special rate of
 6 pias was granted for
 Harbour material, & it has
 always been understood
 that the Sup. M. H. W.
 should pay for damage &
 repairs beyond ordinary
 wear & tear.

W. Coaker
 Capt. M. S.

C. C. W.
 Pass Charge
 Attt
 12.9.81

Sl. 23/7 - Cir 23/7 R 20 901
 M. 20.9.81 M. 22.9.81
 8.9.81 for Com. Eng. for Railways

No 2337 W 2337
 PUBLIC WORKS DEPARTMENT

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 22nd Sept 81
 Read the following:

From the Superintendent
 Madras Harbour Dock } (N.C. No 258 of 15 July 1881)
 " Bangalore for Railways } " 178 " 18 " "
 Note from do. do } " 28 Sept 81

Attt

It appears from
 the correspondence now
 laid before Govern-
 ment that the
 expenditure disallowed
 in G. O. No 1499 of 15th June 1881 represents
 "extraordinary" wear
 and tear, and that
 the special rate
 charged by the South
 Indian Railway for
 the conveyance of the
 stone

R.S.

2337
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stone - less than that
for the lowest class
of goods - was conceded
on the distinct understanding
that damage
to track beyond
ordinary wear and
tear should be paid
for by the Harbours
works. Under these
circumstances the cost
of the repairs in
question may be
admitted as a charge
against the Harbours
works estimate.

J. M. H.

13.9.81

Cir 16/9 L² 2098
18/12/9 - A 2098

Supdt. Harbours Works
Esq. P. H. Wells
Circular for Rep
Depd
8/9/91

4589

[Handwritten mark]

Gt. of (1881) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O., 22 Sept. 1881, No. 23374

Nos. 142 to 143

Mr. H. H. H. The cost of the
repairs to the break. of the Sth
employed in conveying a line
for the $\rightarrow$ ordered to be admitted
as a charge against the Harbour
works estimate.

Entd. in Receipt Regr